

109TH CONGRESS
2D SESSION

H. R. 4986

To amend title 46, United States Code, to require the Secretary of Homeland Security to prioritize maritime transportation security grants based on the risks and vulnerabilities of ports and the proximity of ports to critical infrastructure or urban or sensitive areas.

IN THE HOUSE OF REPRESENTATIVES

MARCH 16, 2006

Mr. FRELINGHUYSEN introduced the following bill; which was referred to the Committee on Homeland Security

A BILL

To amend title 46, United States Code, to require the Secretary of Homeland Security to prioritize maritime transportation security grants based on the risks and vulnerabilities of ports and the proximity of ports to critical infrastructure or urban or sensitive areas.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. PRIORITY IN AWARDING MARITIME TRANSPOR-**
4 **TATION SECURITY GRANTS.**

5 Subsection (a) of section 70107 of title 46, United
6 States Code, is amended to read as follows:

7 “(a) IN GENERAL.—

1 “(1) ESTABLISHMENT OF GRANT PROGRAM.—

2 The Secretary shall establish a grant program for
3 making a fair and equitable allocation of funds to
4 implement Area Maritime Transportation Security
5 Plans and facility security plans among port authori-
6 ties, facility operators, and State and local govern-
7 ment agencies required to provide port security serv-
8 ices. Before awarding a grant under the program,
9 the Secretary shall provide for review and comment
10 by the appropriate Federal Maritime Security Coordi-
11 nators and the Maritime Administrator. In admin-
12 istering the grant program, the Secretary shall take
13 into account national economic and strategic defense
14 concerns.

15 “(2) PRIORITY IN AWARDING GRANTS.—In
16 awarding a grant under the grant program estab-
17 lished under subsection (a), the Secretary shall
18 prioritize port authorities, facility operators, and
19 State or local government agencies that provide port
20 security based on—

21 “(A) the risks and vulnerabilities of the
22 port for which the port authority, facility oper-
23 ator, or State or local government agency pro-
24 vides security; and

1 “(B) the proximity of such port to critical
2 infrastructure or to an urban or sensitive
3 area.”.

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